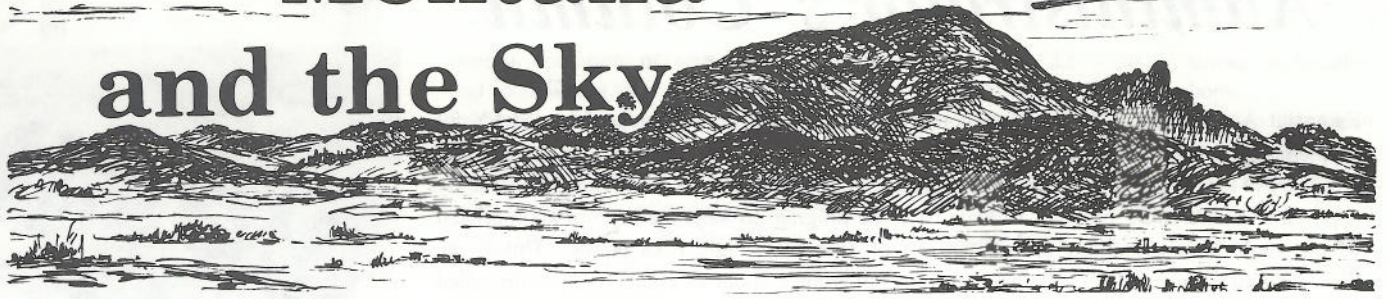


Montana and the Sky



Vol. 40, No. 5

MONTANA AERONAUTICS DIVISION

May 1989

GROUNDBREAKING CEREMONY FOR AFSS IN GREAT FALLS



Participating in the groundbreaking ceremony for the FAA Automated Flight Service Station in Great Falls are (from left): Brad Talcott, president of the Economic Growth Council; Dave Gates, Great Falls Airport Authority Board; Great Falls Mayor Ardi Aiken; Dal Sessions, Manager, Planning & Automation Branch, FAA, Seattle; and Dr. Bill Shields, chairman of the Great Falls Area Chamber of Commerce.



Mayor Aiken visits with Dal Sessions at the reception following the groundbreaking.

HELENA BEGINS WORK ON AIR CARGO RAMP



Dal Sessions (left) and Jerry Dunn, manager of the Great Falls Flight Service Station, display a state map showing the Flight Service Stations.



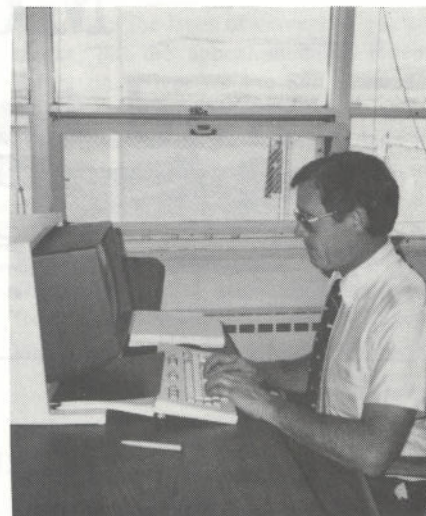
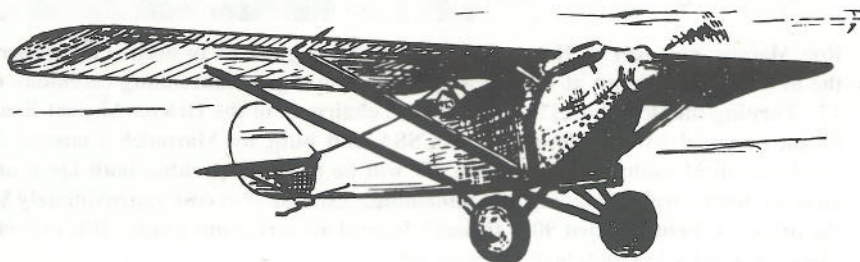
Ron Mercer, manager of Helena Regional Airport, gestures to outline the dimensions of the new air cargo ramp at Helena Airport during a groundbreaking ceremony on April 17. Turning the first shovel is Ann Smoyer, chairman of the Helena Airport Board. The ramp, designed by Morrison-Maierle/CSSA and built by Maronick Construction, is a combination of asphalt and concrete. It will be used for parking both large and small aircraft during freight loading and unloading. Estimated to cost approximately \$650,000, the project is being funded 90% through federal airport grant funds. It is expected to be placed in service the middle of the summer.

Administrator's Column

Essential Air Service. The House Appropriations Committee narrowly defeated a FY 89 supplemental appropriation which would have provided \$6.6 million to make up the shortfall necessary to fund the Essential Air Service program through this fiscal year. Congress strongly opposed an earlier DOT proposal to scale back the program to meet the amount appropriated which would have essentially cut all but one of Montana's eight EAS points. Unless the Senate can turn the supplemental appropriations bill around, about 77 points will be eliminated from the program in July. The Montana Congressional delegation has strongly supported the continuation of the EAS program.

Administration Attempts to Tamper with Aviation Trust Fund. As you know, I have been a strong critic of the manner in which the Aviation Users Trust Fund has been and is being administered. It is a fact that the "USER" taxes have not been spent for the purposes for which they were collected; and in spite of the dire need for airport and airway capital improvements, the fund has now exceeded \$11 billion. Now the Administration is attempting to repeal the "trigger" tax provision in the law which would reduce by 50 percent the "USER" fees if, by September 30, 1989, the appropriation level from the fund falls below the authorized level set by Congress. The appropriation level has not met the required 85 percent as set forth in the 1987 act. A strong opposition has been mounted by every element of the aviation community. A group of 16 aviation associations have formed the National Aviation Association Coalition, and they are fighting the Administration's proposal. I believe that the "trigger" tax provision was included in the act for good reason and that if the money is not being spent for the intended purposes for which it is being collected, then users should have a reduction in the tax.

Bozeman Air Show Kickoff. I recently attended the Bozeman Air Show '89 kickoff banquet sponsored by the Bozeman Chamber of Commerce. The Military Affairs Committee of the Bozeman Chamber of Commerce has already done a great deal of work in putting together a great air show program which they anticipate to the the "best yet," and from the enthusiasm of those at the banquet, I believe it to be true. Special emphasis was placed on encouraging participants to wear their flying regalia, and the members of the Montana Antique Airplane Association were all decked out in their WW I flight paraphernalia. Bud Hall's "costume" was the most original, and he looked great. After an interesting address by Montana's new Adjutant General B.G. Gary Blair, a special skit was put on by the MSU ROTC "Blunderbirds," which was a well-choreographed comedy and certainly very entertaining. My congratulations to Lt. Col. Charles Hess and his ROTC Blunderbirds. I thought you were great! I want to thank the Bozeman Chamber of Commerce and especially the Air Show Committee for inviting me, and I wish you a great Air Show '89.



Montana and the Sky
USPS 359 860
DEPARTMENT OF COMMERCE
Stan Stephens, Governor
Mike Letson, Director

Official Monthly Publication
of the
AERONAUTICS DIVISION
Phone 444-2506
2360 Airport Road
Helena, Montana 59604
Michael D. Ferguson
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MONTANA AND THE SKY is published monthly in
the interest of
aviation in the State of Montana.
Second-Class postage paid at
Helena, Montana 59604
Subscription \$3.00 per year
Editor: Martha E. Kurtz

"POSTMASTER: Send address
change to Montana and the Sky,
Box 5178, Helena, Montana
59604."

MEET REDGE



This is a belated introduction to Redge Meierhenry. Redge joined the staff of the Aeronautics Division two days before the kick-off of the 1989 Aviation Conference and learned quickly what is meant in the job description by "other duties as assigned." After the dust settled on the Conference, Redge began the normal duties of the Aviation Representative position with major responsibilities for assisting communities with airport construction projects, overseeing

overall operation of state-owned airports, and conducting the annual airport safety inspections through a contract with the FAA.

A native of Nebraska, Redge holds a bachelor's degree in aeronautical engineering and technology from Arizona State University. He transferred to the Aeronautics Division from a position in the Montana Department of Highways, Road Design. Prior to that, he worked as a design engineer on contract to Boeing Advanced Systems in Seattle and for General Dynamics in San Diego. In addition to work in the aerospace industry, Redge's background includes flight instruction, management of a charter/flight school and FBO, and airport management.

Redge holds commercial, instrument, and instructor ratings with 2,300 hours flight time.

Redge's wife Phyllis is a programmer/analyst for the Department of Natural Resources and Conservation. They live in Helena.

During the next several months, Redge will be spending considerable time in the field conducting inspections and familiarizing himself with the Montana airport system. Be sure to stop and get acquainted.

CALENDAR

June 12 - 30 - Aerospace/Aviation Education Teacher Workshops.

June 17 - GA Appreciation Day/Open House, Missoula International Airport.

June 17 - Dillon Airport Dedication.

June 24 - Airport Dedication Fly-In and Air Show, Baker.

July 2 - Fly-In at Big Sky Airport, Ennis.

July 8 - 9 - Montana Centennial Air Show, Gallatin Field, Bozeman. Featuring the Thunderbirds.

July 14 - 16 - Schafer Meadows Work Session.

July 21 - 23 - Family Fly-In Flight Safety Expo, Coeur d'Alene, Idaho.

July 23 - Aug. 3 - EAA Fly-In Convention, Oshkosh, Wisconsin.

July 30 - Flathead Centennial Air Show, Glacier Park International Airport, Kalispell. Featuring the Thunderbirds and five other acts.

Aug. 4 - 6 - MAAA Antique Fly-In, Three Forks.

Aug. 8 - 13 - Air Show Canada 1989, Abbotsford, B.C.

MPA OFFICERS AND ACTIVITIES

Dave Gates was elected state president of the Montana Pilots Association at their annual meeting held in conjunction with the Montana Aviation Conference in Butte. He assumed his duties on April 1.

Other state officers of the MPA include: Willy Rimby, Lewistown, Eastern Vice President; Dave Fine, Butte, Western Vice President; Lee Lareva, Billings, Eastern Director; Jim Fleming, Kalispell, Western Director; and Ray Austin, Helena, Treasurer.

Many of the MPA hangars around the state are working on plans for summer fly-ins. The state MPA organization, along with the Great Falls and Helena Hangars and the Montana Aeronautics Division, has been working with the Forest Service to refurbish the pilots campground at Benchmark. MPA also works with the Forest Service and the Division to educate pilots on the use of the Schafer Meadows airstrip.

Check the MPA newsletter and Montana and the Sky for listings of summer flying activities.

ANTIQUERS IN COSTUME



MAAA members came to the kickoff for the Bozeman Air Show '89 in World War I costume. With Mike Ferguson (at left above) they are Bob Marshall, Linda Marshall, Wayne Edsall, and Bud Hall. The Air Show is scheduled for July 8 - 9.

VOLD ELECTED TO CHAIR AOM

Steve Vold, Billings, MATA, was elected chairman of AOM at the post-Conference meeting of the group held April 21 at the Board room of the Aeronautics Division in Helena. Dave Gates, Black Eagle, MPA representative, was elected vice chairman. In attendance at the meeting were the 1988 AOM representatives as well as those newly appointed.

The 1989 AOM Board includes: Steve Vold, MATA; Dave Gates, MPA; Monte Eliason, MAMA; Marilyn Lewis, MFF; Linda Marshall, 99s; Bud Hall, MAAA; and Lance Edwards, CAP. The representative for EAA has yet to be named.

Dave Fine, chairman of the 1989 Butte Conference Committee, attended the meeting and provided the Board with a financial statement. The Butte Conference proved to be a financial success and, as provided in the AOM guidelines, a check was written to AOM for 70% of the net proceeds.

Ron Mercer, Helena Airport manager, reported that the Helena Conference Committee has begun organizational meetings. The 1990 Conference will be held in Helena February 28 - March 3 at the Colonial Inn.

The Board discussed the bid made by Kalispell to hold the 1991 Conference there

at the Outlaw Inn and at the end of the discussion voted to approve Kalispell's bid. Sponsoring organizations for the 1991 Conference will be MPA, MAMA, and MATA.

It was decided that AOM should have a formal nonprofit charter and constitution and bylaws. These will be drawn up during the next year for distribution at the 1990 Aviation Conference.

The original members of the AOM (formerly the "Aviation Conference Steering Committee") were presented with Certificates of Charter. They include: John Dove, MPA; Martin Elshire, MATA; Russ Pankey, MAMA; Marilyn Lewis, MFF; Bud Hall, MAAA; Clayton Wilhelm, EAA; Dorothy Albright, 99s; Ted Mathis, MAMA, former Aeronautics Board representative; and Mike Ferguson and Martha Kurtz, Aeronautics Division. Certificates of Participation were presented to all others who have served on the AOM Board.

Russ Pankey, outgoing chairman, expressed his appreciation to the group for their cooperation during his tenure. He will continue to sit on the Board in an ex officio capacity.



Certificates of Charter were presented at the AOM meeting on April 21. Pictured above are (from left): Mike Ferguson, Aeronautics Division; Bud Hall, MAAA; Martha Kurtz, Aeronautics Division; Russ Pankey, MAMA; John Dove, MPA; and Marilyn Lewis, MFF. Also receiving Certificates of Charter were Martin Elshire, MATA; Clayton Wilhelm, EAA; Ted Mathis, former Aeronautics Board; and Dorothy Albright, 99s.

FLY-IN PLANNED AT ENNIS

Big Sky Airport at Ennis will be the scene of a fly-in on Sunday, July 2.

Activities being planned will include skydiver demonstrations, scenic rides, antique airplanes, hot air balloons, radio controlled airplane demonstrations, and talc bombing and spot landing contests.

Coffee, rolls, and juice will be available in the morning. Registration is free and will run between 8:00 and 9:00 a.m. for the talc bombing and spot landing contests.

Food will be available during the day. The Big Sky Flying Club will be handling the food concessions and any profits from the fly-in will be used to fund a flying scholarship.

For further information contact Tammy Yedinak at 682-7431 in Ennis.



This gyrocopter was flown in demonstration at the 1988 Big Sky Fly-In in Ennis.

NOTE ON SCHAFER MEADOWS

The U.S. Forest Service held a meeting of the various users of the Bob Marshall Wilderness complex on Saturday, May 13, at Kalispell. Discussed were the LAC (Limits of Acceptable Change).

Concerning Schafer Meadows airstrip, it was noted that on six weekends last summer the number of aircraft using Schafer exceeded the limits established. It has been requested that pilots be encouraged to avoid unnecessary flights to Schafer, especially on weekends.

YELLOWSTONE AIRPORT UPDATE

**By: Jerry Burrows, Chief
Airport/Airways Bureau**

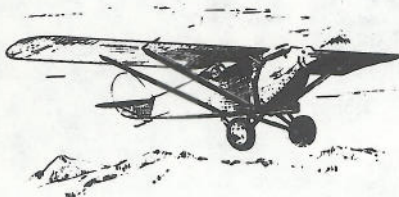
The Yellowstone Airport will be fully operational and open for business as of June 1, 1989.

Last season the Airport experienced the largest number of aircraft since it was built in 1965. This included the approximately 400 light aircraft that attended the second annual Family Fly-In Expo as well as the fire suppression efforts for Yellowstone National Park and surrounding forest which brought in large numbers of military and contract aircraft and helicopters.

We hope to have another good year with Skywest Airlines expanding their service to three flights a day during July and August and two flights in June and September. Skywest will also be using their new 30-passenger EMB 120 Brasilia. We are always in hopes that Boeing 737s will again be needed to handle the people wanting to fly to Yellowstone Park.

Major improvements have been done to the Airport terminal building, and other improvements are underway for the ramp area and lighting. Two years ago, a new roof was installed on the terminal building; and last fall the inside ceiling, which contained asbestos, was removed. This spring a new ceiling was shot with a fireproof material (with no asbestos, of course) which provides insulation and soundproofing. We are in hopes of refurbishing the floors, also.

The fixed base operator, Yellowstone Aviation, will be fully operational as usual, and Hertz, National, and Avis rental car companies are available for your use. The Airport Cafe will also be in operation. Direct telephone access is available to several West Yellowstone area motels and other displays promote other sites and activities in the Yellowstone Park area.



The unicom is operational on 122.8. A RCO to Idaho Falls may be contacted on 122.45 and Salt Lake Approach Control is 132.4. The NDB and ILS system, along with normal runway lights, will be operational. Please contact our Airport manager at 406-646-7631 or call our Helena office should you have any questions.

We think that Yellowstone National Park and surrounding areas with the fire damage incurred last fall will be of special interest to pilots and those flying this season. Please be sure to check for any NOTAMs for flying over the Park.



A workman shoots a new ceiling in the terminal building at Yellowstone Airport.

"SPACE DAY" HELD AT MOORE SCHOOL

**By: Fred Hasskamp, Chief
Safety and Education Bureau**

Terri Willard, teacher at Moore, organized an all-school "Space Day" on March 10. Aviation and aerospace were the topics of the day. Grades 1 - 12 from Moore as well as students from Coffee Creek and Grass Range took part.

Air Force personnel from Malmstrom spoke to various school groups on military aviation, Frank Bass, Moore, spoke on general aviation, and Fred Hasskamp spoke to classes on learning to fly and careers in aviation.

The new AOM video, "Montana Aviation - A True Story," was shown and was well received.

Students and faculty alike had an exciting day of aviation activities.



Teacher Terri Willard was the organizer of "Space Day" at the Moore School.



Fred Hasskamp speaks to a group of students on aviation careers during Moore School's "Space Day."

A CUB IN A CRATE

By: Frank Bass, Moore

I got home one evening last summer and had a message on my answering machine from an Englishman by the name of Ike Stow. He was visiting this country, and someone at a truck stop in Bozeman had told him if he was interested in old airplanes he needed to get in touch with me. He said he wanted to look at some vintage, American-type aircraft. Early Saturday morning he called again. He was

England some day and visit my friend, Ike Stow - never dreaming that I'd ever really hear from him again.

A few weeks went by, and I came home from town one day and on my answering machine was a big long tale from Ike. He was calling me from England and had checked into what it was going to cost him to transport the Cub. About a week later it's Ike again. Using his terminology, he likes to "haggle" about the price. Well, Danny Simpson and I had

business with Ike was, indeed, a pleasure. There was not a thing, you understand, signed between Ike and me. He wired me the money and said he'd bet back to me with the shipping instructions.

In the meantime, we were flying the Cub as much as we could. We got about four or five hours in because this was the last she was going to fly in the U.S. With a Montana sticker on her tail, she was heading for England! Our good director of aeronautics, Mike Ferguson, would be mighty proud that he now has an '87 and '88 Montana registration sticker flying in North England on the old J-5 Cub! How about that, Mike?

The crate project go to be quite a procedure. Neither Danny nor I had ever seen an airplane shipped, let alone know what kind of crate it should be in. Danny, with his ingenious mind for designing and building, and being the IA and A & P mechanic that he is, said that we could just build this crate and make the airplane part of it. Sounded good to me, so away we went. He ordered a load of lumber, and I went to town and bought about \$190 worth of dimension lumber and another \$225 worth of rough-out 1/2 inch plywood. You can see my \$500 was almost gone already!

We enlisted the help of another friend of ours, Ed Musselman, because he had told us how he's seen airplanes shipped to Hawaii when he was with the airlines in California. Ed turned out to be a good helper, but he had never seen a crate being



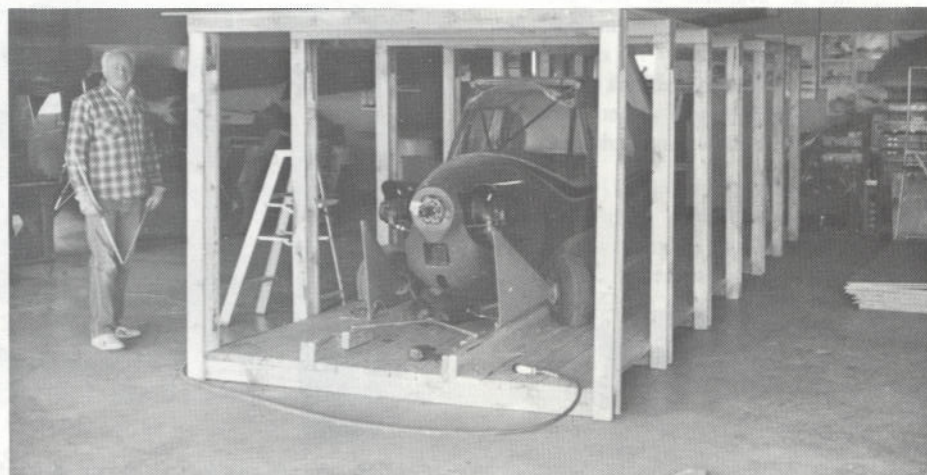
at Big Timber and would be at my place in a couple of hours.

He and his lovely wife arrived, and I gave them a tour of my place, the Beacon Star. I showed them all my planes and then took them into town to see my J-5 Cub, which I had recently decided to sell. I thought my new-found friend was only wanting to look at old airplanes; I was surprised to realize he was interested in buying!

He looked the Cub over, and while we were in town we went to an old car show. Later that evening I cooked them a Montana steak and put them up for the night. They got up the next morning and went into Moore to church, which was probably a nice experience for people from England. I fixed them a big breakfast, Montana style - flapjacks, bacon and eggs - and they went down the road about noon. I'd made some good friends and decided that maybe I'd stop in

decided that we could build the transport crate for \$500. We were going to make a little profit, maybe, if Ike wanted it done. Well, that was a dream!

Ike got the paperwork taken care of and sent me a draft. I might add that doing



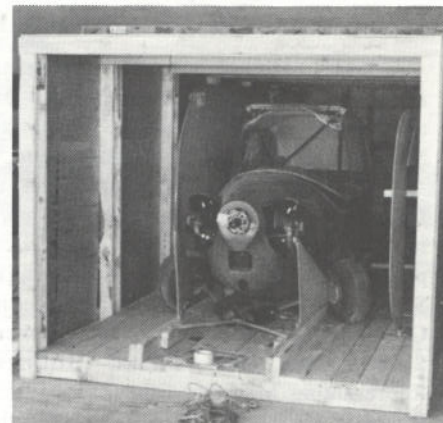
Ed Musselman and Danny Simpson

built either! Ed had flown the airplanes to the airport, other fellows disassembled them and put them in a crate, and then he helped put them together again in Hawaii. He never did see the crate. So that was our overseas crate builder!

We made a deck out of 2" lumber, 2 X 6s. A rail was made down the center; then we took all the landing gear, the wings, prop, tail feathers, all off the airplane. We built brackets to fasten the main landing gear mounts to the brackets and built a step to fasten the tail to. So now the fuselage of the aircraft was part of the deck of the crate. We then built the

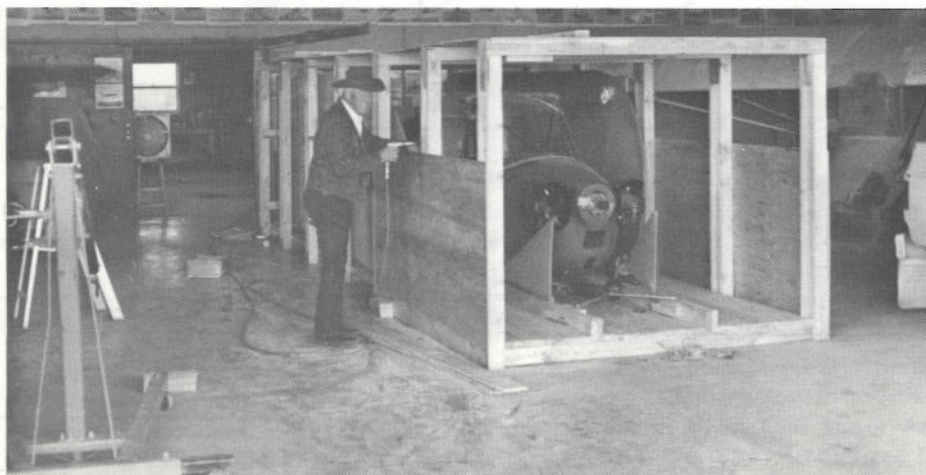
now the wings were part of the crate. Finally, the prop was fastened to the deck and the landing gear was all lagged down. All loose fairings, cans of screws and what-not were wrapped in paper, taped down, and fastened inside the fuselage. There was not one loose piece of airplane. They could have rolled the crate upside down and it would not have moved!

By now the aircraft was secure inside the crate, but we didn't have the side panels built yet. You want to remember that we put this thing together with impact air wrenches and screws - not a nail in it. When it was completed with paneling on



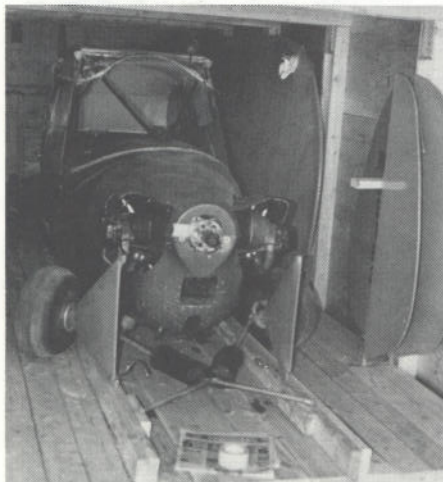
the crate, backed the truck under it, raised the other end, and slid her into the truck. Ladies and gentlemen, on November 18, 1988, old NC36183 was on her way to England on a trip that should take about six weeks.

This has been a very interesting experience for us. We've had a great time doing it, and it's certainly something different that has never been done in Montana before. Now we're in the export business here in Central Montana. We've exported our first aircraft to Grand Old England. We wish Ike Stow all the luck in



Frank Bass

double 2 X 4 framework over the top and put cross pieces in it and stood the wings in there. The wings were fastened by the strut mountings to the sides and the spar mountings to the back end of the crate, so



the sides and reenforced corners, we took the tractor and loader and lifted one end of the crate six feet off the ground and the crate did not bend. Twenty-four feet long, 7 1/2 feet wide, 6 feet high, and that crate did not bend! We started the crate on Tuesday and Danny and I finished on Saturday. Ed spent about three days with us.

We put instructions on the outside concerning the wing bolts, what panels should come off to unfasten the wings, etc. We also put instructions for customs on the end, telling them which was front and back and which panels should be removed for inspection - and, of course, what was in the crate. The shipping people from Chicago had a trucking firm from Lewistown come out and pick up the plane. It barely went inside. Loading this monstrosity was quite a sight, indeed! We got one end hoisted up, put barrels under



Off to England!

the world and hope he'll be as happy with the old orange and yellor J-5 Cub as we were!

As this goes to press, I just heard from Ike. He has the Cub all assembled and is waiting for the Great Britain aviators authority to certify it and then he will be flying in his very own J-5 Cub.

NEW OFFICERS DIRECT MATA

New officers of the Montana Aviation Trades Association have begun their duties following election during the Montana Aviation Conference in Butte.

New president of the organization is James Heppner, Dutton. Other officers include: Joe Degen, Missoula, vice president; Rick Jansma, Billings, Secretary/Treasurer; and directors Kevin Grenier, Missoula, Charles Trower, Scobey, and Bob Doran, Billings. Representing MATA on the Aeronautics Board is Sig Ugrin, Miles City. Martin Elshire is immediate past president.

Activities for the coming year will include keeping abreast of new laws regarding storage tanks and FAA rules for drug testing. The group will also assist with the sponsorship and volunteer help

on the 1990 Aviation Conference to be held in Helena.

FROM TRIBUNE FILES 50 YEARS AGO

(The following clipping was sent to us by Gordon Sands, Havre. In his note, Gordon says, "As you probably know, Al was the founder of Gillis Aviation in Billings and was originally from Great Falls where he was a Piper dealer. Such things were not uncommon 50 years ago when airports were few and far between and refueling facilities were even fewer.")

"Please, mister, can you give me a little gasoline?" Such pleas are not

unusual in the lives of drivers of gas tank trucks, but the appeal made to Howard Anderson, driver for the Salt Creek Co., near Grass Range, was unique because it came from the pilot of a small plane that landed on the highway a short distance from the town of Novary. The pilot was Al Gillis, a local aviation enthusiast, who was bringing a new plane to Great Falls. Gillis managed to land in front of the gas truck. After receiving an emergency supply of fuel, Gillis took off again.

2000 copies of this public document were published at an estimated cost of \$.37 per copy for a total cost of \$746.60, which includes \$561.60 for printing and \$185 for distribution

MEMBER

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE—"To foster aviation, as an industry as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in research, development, and advancement of aviation; to develop uniform laws and regulations; and to otherwise encourage cooperation and mutual aid among the several states."



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May 1989

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